Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

March 1979

Dollars You Save May Be Your Own

Slogans are often effective. But, not always. For a slogan to achieve its purpose it must have a direct impact on the reader or listener. The person who hears it, or reads it, must react automatically to the idea the slogan conveys. Consciously or subconsciously, if he reacts the message got through.

Take, for example, the person behind the wheel of an automobile. He—or she—may be headed for a Thanksgiving reunion, a day at the beach, to work, or the grocery store. The car radio is on and an announcer advises in his most serious tones: Drive safely, the life you save may be your own!

Those words have definite impact. If there are kids in the car, the parent driver is reminded that he has a major responsibility. Their life is in the hands on the steering wheel. And even if the driver is alone he is likely to think of the loved ones awaiting him at home. He plans to get there. No one, at least no normal person, seeks death.

That slogan plays on our sense of guilt for it would be difficult to forget if one moment of carelessness resulted in loss of a human life. It also appeals to our sense of logic. We have the ability to choose courses of action because we know they are right, and because they are rewarding.

That slogan has universal impact. But, let's paraphrase it so that it applies to a different situation. Suppose you read or heard these words: Act wisely for the taxpayers' dollar you save might be your own.

That's not a new idea. We have all heard it. We understand it—or think we do. The test is do we react as the slogan advises? In spending money, consuming resources, procuring new equipment or supplies, do we place a high value on the taxpayers' dollar?

It's not unbelievable that the government official who will question the price of a sandwich or a cup of coffee, or who counts the change he is given before he pockets it, can return to an office where decisions concerning the expenditure of millions are made—and be less concerned than he is when the money comes out of his own pocket.

Spending $1.50 for a hamburger is a personal experience. It's real, and it has a visible impact on our pocketbooks. But, just as there are people we never get to know, there are numbers we simply do not comprehend. They do not always seem real, although we know they are.

But the decisions we make in MSC, at every level, result in the expenditure of many of the taxpayers' dollars—our own dollars. We should keep that fact in mind, consider it in every decision. We must act—always—as if every dollar we spend is our very own.

The possibilities for waste are frequent. Consider just a few examples:

* Speed up a cargo ship from 16 knots to 21 knots and we use 313 more barrels of fuel a day. That costs about $4,500 more each day.

* Charter a VLCC to move crude oil from Iran to the Bahamas and we commit about $3.3 million tax dollars for a single delivery.

* Breakbulk ships chartered by MSC cost from $8,000 to $15,000 a day or from $3 million to $5.5 million per year per ship. If cargo is not available as planned, the investment in the ship goes on, a fact that vividly illustrates why decisions must be based on valid information. In port, ship delays also are costly, from $8,000 to $15,000 a day, and fuel consumed to make up lost time only adds to the overall bill.

* Ship repairs cost money and $1 million can flow from MSC to a yard in a hurry. Add a few change orders to make repairs not anticipated and cost of the repair work can double very quickly.

* In the past fiscal year the MSC contracting office, 30 people strong, committed more than $425 million of the taxpayers' dollars, all for ships or services.

* Overtime is a costly expense, ranging in different types of ships and different situations from 40 to 150 per cent, or more, of base pay. At $15 or $20 an hour in overtime pay, 1,000 unneeded overtime hours a week can cost from $780,000 to more than a million in a single year.

Where can we save taxpayer dollars? The list is endless but the approach is simple and obvious. We must exercise our best possible judgement in every decision, question every proposal, and keep the interest of the taxpayer very much in mind. The dollars we can save are indeed our own.

Commander, Military Sealift Command

COVER. Technicians board a Boston whaler to start a day of survey work on Bikini atoll. Story on page 4.

Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

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A Department of Energy scientist scoops up a soil sample as an islander holds the bag on Ujelang Island.

Photos courtesy Department of Energy

USNS Wheeling Helps Survey Former Nuclear Test Sites

By Louis Panarale

Two days before Christmas 1978, the Military Sealift Sealift Command missile range instrumentation ship USNS Wheeling put into Port Hueneme, Calif. with a weary but happy crew.

The men had been on special assignment aboard the Wheeling since September 3 when the ship sailed from Port Hueneme to the Marshall Islands in support of a radiological survey of 12 atolls and two islands.

Originally, the survey sponsored by the Department of Energy was to take 103 days, including a 14-day trip to Pearl Harbor for refueling and stores.

Some 500 flight hours were scheduled for two Navy helicopters that would operate from the Wheeling and fly over islands in the Marshall chain. Enewetak, (old spelling was Eniwetok), Kwajelein and Bikini are some of the most familiar names. But hundreds of islands were to be surveyed.

Planners underestimated the capabilities of the men of the Wheeling, the special technicians from Department of Energy and the Navy men who flew the helos. The survey was completed 40 days ahead of schedule.

The radiological survey was completed in 63 days. One key to saving 40 days and considerable expense was a successful effort to conserve ship fuel.

Some of the key people in the conservation effort were Capt. Wayne Taylor, master of the Wheeling, Chief Engineer William Garliepp, Navy Third Fleet shipboard representative Capt. Robert Jones and the Department of

Energy's assistant project manager for Pacific operations, Roger Ray.

Dr. William Robison of Lawrence Livermore Laboratory served as technical director.

The Wheeling crew cut fuel consumption by operating the ship on one boiler. The Navy helicopter maintenance personnel had stocked needed spare parts. Pilots streamlined their procedures and cut planned flight hours by 32 per cent.

The combined efforts of everyone permitted the total survey to be completed more than $1 million under estimates.

So much fuel was saved that the Wheeling did not need to make the scheduled 14-day trip to Pearl Harbor. It had enough fuel to keep operating and the few extra stores that were needed were flown to Kwajelein.

With the extra time, the Wheeling was able to help out the Third Fleet, serving as a backup tracking station during a missile launching exercise.

MSC Commander Rear Adm. John D. Johnson commended all hands involved in the northern Marshall Islands radiological survey, not only for the time saved but for effective fulfillment of their mission.

"Wheeling's superlative performance in providing the operating platform and logistic support is a source of pride to all of us in MSC," Admiral Johnson said in a message of congratulations to the Wheeling crew.

"The professionalism, flexibility and teamwork displayed by the master, officers and crew in carrying out unique and demanding tasks have again proven the ability and readiness of our civilian mariners to work with the fleet," Admiral Johnson said.

A congratulatory message also came from Admiral Donald C. Davis, commander in chief of the Pacific Fleet. He said the success of the survey was a result of initiative and hard work by all members of the Navy team.

"I particulary commend Captain Taylor, master of the Wheeling, and his crew who met every commitment ahead of schedule. You have my respect for a highly professional and spirited performance," Admiral Davis said.

The Wheeling personnel also appreciated a message from the MSC, Pacific Commander, Capt. Charles Christensen, Jr. Wheeling is assigned to MSC, Pacific.

"Wheeling's ability to complete a mission of national importance several weeks ahead of schedule is highly commendable and demonstrates the professionalism of all hands," Christensen said in his message.

"Especially noteworthy are the demonstrated economical engineering and the close teamwork among ship, sponsor and support personnel," Christensen concluded.

In addition to its own contingent of about 13 Civil Service officers and 46 unlicensed mariners, the Wheeling carried about 28 Department of Energy personnel and about 20 Dynalectron Corp. employees, the technicians who operated and maintained a variety of surveillance instruments.

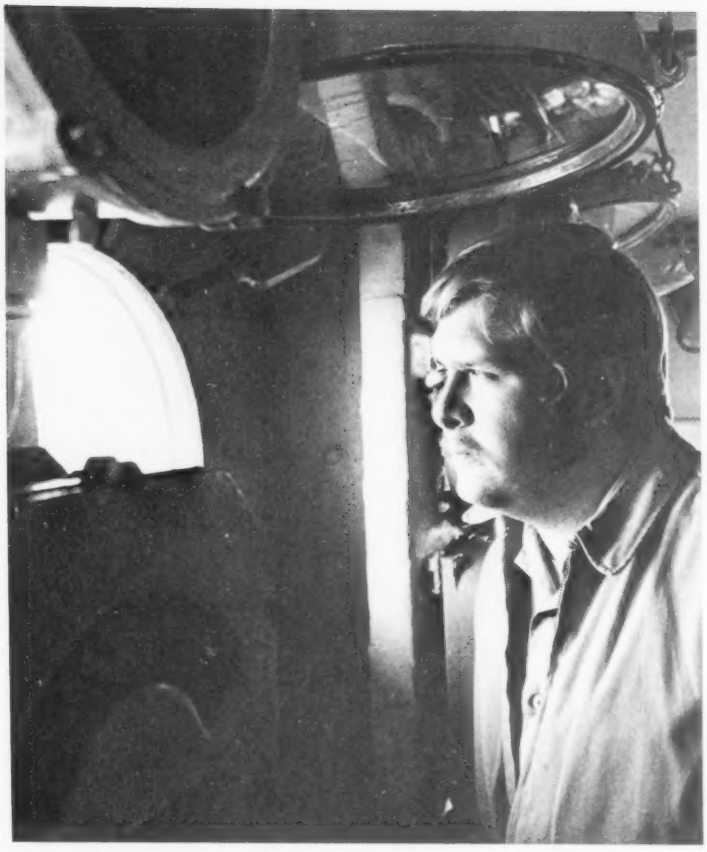
The Wheeling is a former Victory ship built in 1945. In 1964, Wheeling became an integrated tracking, communications and telemetry vessel and was operated by MSC for the Navy Pacific Missile Range at Point Mugu, Calif.

Wheeling is the sole survivor of a

Wheeling was the home base for the two helicopters used in the radiological survey.

A scientific party drills on Bikini atoll to get water samples.

Wheeling chart room was used as a data processing center.



Third Mate Ray Loney was fresh out of Texas Maritime Academy when he boarded the Wheeling.

series of Victory ships equipped for use as missile range instrumentation ships during the U.S. space and military missile programs in the 1960s.

The ship has tracked both missiles and space capsules, pinpointing their positions to within about six-thousandths of a degree in angle and a few yards in distance. Its tracking range is 32,000 miles.

Fitted with a helicopter hangar aft, the ship requires a Navy crew of about 18 to operate and service two aircraft normally used for search and recovery of nose cones and satellites.

Teamwork on the part of diverse units aboard Wheeling is essential to success of the ship. Hard work also is routine—but it pays off in self-satisfaction, and other forms of recognition.

"Getting those congratulatory messages really made us feel good. We all put in some pretty long hours. I never spent so much time on the bridge of a ship as I did on this assignment," Taylor noted.

"While we operated on one boiler I estimate we were saving anywhere from 110 to 125 barrels of fuel a day," Taylor said. "We also never ran the ship any faster than half speed."

The two helicopters operated between 8 a.m. and 5 p.m. each day making reconnaisance flights around the atolls.

"First day operations were like a Chinese fire drill," Taylor recalled. "It was a fiasco. At one point both Boston whalers went dead in the water at the same time. Everything we tried seemed to go wrong.

"In the days that followed, the operations seemed to run without a hitch. I guess we made all our mistakes that first day," Taylor quipped.

"We had pretty good weather for the most part. One day we were advised that a typhoon was heading our way, but all we got was a 10-knot wind."

Taylor said he was proud of the Wheeling crew for doing an outstanding job. "We were deployed out there for a pretty long time. The only place we could go on our free time was to Kwajalein. And there was nothing to do there except walk along the shore and hunt for sea shells."

Although survey time was reduced, Department of Energy's Roger Ray said there was ample time to collect about 5,000 samples from the atolls.

The helicopters covered all territory originally scheduled and even added an island or two among the atolls.

Captain Taylor said a typical day for the Wheeling began when the ship was positioned about a mile from an atoll.

Around daybreak two Boston

The missile tracking range instrumentation ship USNS Wheeling has been operated by MSC since 1964.

whalers would be launched over the side with Department of Energy personnel aboard them. Taylor said he did not usually anchor in the lagoons because most areas had not been charted since the 1930s, and he wanted to avoid treacherous reefs.

Once ashore, Energy Department scientists traveled on foot, using a self-propelled cargo vehicle to carry equipment and samples and a small farm tractor to assist in the digging.

The scientists gathered samples of soil, water, vegetation, animal and marine life in the area, including almost everything a human could come in contact with while in the area.

The samples were frozen and stored aboard the Wheeling. Many samples were unloaded at Kwajalein and flown to the mainland and loaded freezer vans were off-loaded at Guam for surface shipment to the home laboratories where other samples will be analyzed.

Radiological tapes obtained during helicopter surveillances were returned to the ship each day and checked to make sure information was recorded properly.

All samples and data will be evaluated by Department of Energy which may schedule more survey visits to this area, but probably none will be quite as exhaustive.

Ray said a primary purpose of the radiological survey was to confirm that previous radiological surveys had been adequate.

"There were no real surprises," Ray said. "We wanted to check out the results of many earlier visits conducted by various agencies throughout the years. Those earlier surveys provided much valuable data, and the efforts during the Wheeling-based survey will bring a great deal of environmental information into coherent and usable form.

"We also wanted to update data on the condition of water, soil, vegetation and marine life in this area," he said. Energy representatives not only dug up samples from the soil, they also set lines and nets to catch fish and sea urchins. ⚓

Enewetak Rising From Ashes

In the early 1940s, when war between Japanese and American forces was raging throughout the Pacific, the names of islands of Micronesia were well known to Americans.

Kwajalein and Enewetak were atolls in the Marshall Islands where quick and desperate battles turned in favor of one side, then the other.

Long and tortuous battles eventually turned the balance in favor of the Americans and signaled the end for the Japanese. The war came to a sudden and startling halt when the names of two other places were emblazoned in headlines—Hiroshima and Nagasaki.

The end of World War II was the beginning of the atomic age.

After the soldiers had gone, after the mammoth armadas had sailed away, a part of the Pacific battle ground, Micronesia, was constituted as a United Nations Trust Territory to be administered by the United States.

Tall and cool, traditional houses such as this older Micronesia building are being replaced by tin and concrete structures.

There were a couple quiet years and then the peaceful environment that had again become routine was jarred by an atomic explosion—the first of a series of tests by the United States.

Enewetak is roughly 5,000 miles from San Francisco, about midway between Hawaii and the Philippines.

On Dec. 2, 1947, the U.S. government notified the security council of the United Nations that Enewetak atoll was to be closed to the world "for security reasons," in order "that necessary experiments relating to nuclear fission" could be conducted within the 300-square-mile atoll. Enewetak was chosen because of its remoteness.

One observer was to comment later that Enewetak was an Eden turned into a hell by the thundering explosions that began in 1948. Others followed through 1956.

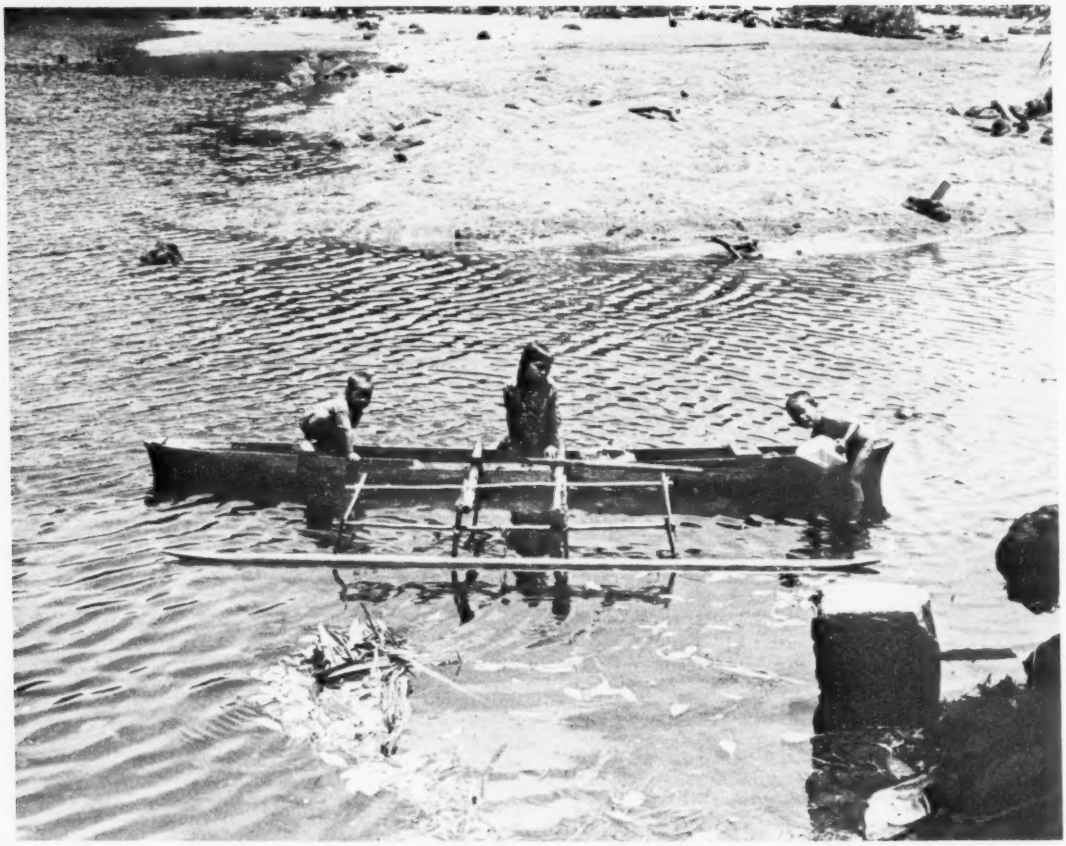
The islanders who lived in the test area were moved off the island aboard a Navy LST and were relocated to another atoll before the first test as made in May 1948.

The Enewetak people, from their new home on a rock strewn atoll about 120 miles to the southeast, were to see the flash, hear the roar and feel the shock of that first blast, and the 42 more that followed.

In 1958 the U.S. government declared there would be no more atmospheric nuclear testing and Enewetak became a missile testing site.

In April 1972, President Richard Nixon announced through a Trust Territory representative that the U.S. government would clean up

Children of the Marshall Islands play in an outrigger canoe.



and rehabilitate the nuclear test area to permit the people to some day return to Enewetak.

The following month, the United States agreed to allow a team of Trust Territory officials and Enewetak people to visit their home atoll.

Some islets of the atoll were gone entirely but the situation looked much better to the south.

Today, more than 1,000 military and civilian personnel have returned to reclaim Enewetak. Under the direction of the Defense Nuclear Agency, they are making an attempt to clean up and restore the former nuclear test site.

Crews are working to clear away the rubble and debris of World War II battles and the testing that followed. They are checking for radioactive contamination, disposing of contaminated material and building houses to replace those that were destroyed.

It is estimated that the total cost of the half completed three-year project will be as high as $100 million, which would represent about $200,000 for each of the 500 Enewetak people.

Meanwhile, the United States has been under some international pressure to end its trustee relationship with the Pacific islands. It is the only one of 11 postwar trusteeships still in effect.

But, before the United States can grant Micronesia other political status, it has to assure the United Nations trusteeship council that it has resolved the nuclear problems that affect Enewetak and the remainder of the Trust Territory. ⚓

MSC Seattle Office At Gateway to Alaska

By Louis R. Granger

In the late 1890s when miners headed for the Klondike gold fields, they depended on the northwest port city of Seattle as their main depot. From Seattle came the supplies necessary to sustain life and to dig the gold plus an occasional bottle of whiskey to combat cold and snakebites. Seattle was the port of entry and gateway to western Canada and the Territory of Alaska.

The city has changed dramatically in the past 80 years but it is still the logistics center and gateway to Alaska. The attitude of "let's get the supplies up there" also remains.

From 1940 to 1960 the Federal Government invested nearly $2 billion in building military bases in Alaska. According to the Encyclopedia Britannica, "Nothing else in Alaska's history has produced such long-term results, bringing thousands of new residents into the territory and creating jobs and a vast array of transportation and communications facilities extending to remote corners of the state. The defense installations continue to add much to Alaska's economy."

The job of delivering building materials and transporting other supplies needed was assigned to the Navy's worldwide sealift operating agency, Military Sealift Command.

Hub of Alaska supply effort was and still is the MSC office in Seattle. In the early years government ships and landing craft operated by Civil Service seamen transported supplies and Army longshoremen who went with the ships, unloaded the cargo and delivered it to the 'customer.'

Today, the Seattle office books Alaska-bound cargo for transport by various private companies and delivery to users throughout Alaska. One of the most unusual resupply missions to Alaska is Operation Cool Barge—warehouse to warehouse delivery to the most remote sites in Alaska, including Shemya at the tip of the Aleu-

The "570", a 324-foot APUTCO barge, is loaded in Seattle with a variety of cargo needed at DEW Line sites across Alaska's north coast on the Arctic Ocean.

Cmdr. Elizabeth Wylie and Lt. Cmdr. Bill Creasser receive a morning briefing.

tian chain and Distant Early Warning (DEW) bases that stretch along the state's northern coast on the Arctic Ocean.

These remote sites are iced in during the winter months. As summer approaches, the winds push the ice away from the shore long enough for tugs and barges to deliver cargo over the beach.

After the Seattle office books the cargo, it is collected at the Air Force Water Port Logistics Office complex in Seattle which packages and sees that it is loaded aboard the barges. Cargo moves from about May through September under an MSC contract with Alaska Puget United Transportation Co. (APUTCO), a subsidiary of Crowley Maritime Corp., Offshore Division with headquarters in Seattle.

Cargo is delivered at 54 different sites and only at Shemya is there a dock over which it can be put ashore. Using landing craft maneuvered onto the beaches, bulldozers that build sand ramps and sometimes double as anchors for barges, plus miles of fuel hoses, APUTCO barge and tug crewmen unload the supplies and equipment and deliver it to the users in trucks carried aboard the barges.

In fiscal year 1978, nearly 509,000 barrels of petroleum products and more than 19,000 short tons of dry cargo were delivered to Cool Barge sites. Nearly 326,000 barrels of the petroleum were loaded in Anchorage under the supervision of MSC employees from the Anchorage office.

Approximately 3,400 short tons of Cool Barge cargo was returned to Anchorage and Seattle. Another 6,200 short tons moved between the sites.

The MSC office at Anchorage headed by Cmdr. Sidney Manning, works closely with the Seattle group, supporting Army and Air Force units in Alaska, the Navy at Adak and the Coast Guard at Kodiak. It also supports some non-Defense Department agencies.

The Seattle office, however, does much more than book cargo to Alaska. The 16 office employees headed by Cmdr. Elizabeth G. Wylie (see companion story) work out of offices on the Seattle waterfront at Pier 91.

In addition to booking cargo to Alaska and preparing shipping and clearance orders, office members provide detailed information to the MSC, Pacific area command at Oakland on cargo that originates in Washington and Oregon and is destined for other parts of the world. That cargo is booked by the Pacific area command. But, all U.S. government cargo that goes through the ports in the two states moves under the watchful eye of the Seattle office.

The office has operational control of government-owned and other controlled ships when they are in port, provides port engineer services for government-owned ships in the Washington and Oregon shipyards and maintains liaison with military shippers, other government agencies and commercial steamship companies.

In fiscal year 1978, the office was responsible for nearly 400,000 measurement tons of cargo that passed

through the ports in the two-state area. About half went to Alaska. Repair contracts administered or monitored by the office totaled nearly $4.5 million.

Heading Seattle cargo operations is Clinton C. Smith who has been with MSC "since it was born." When Smith joined MSC, the Seattle office was called the North Pacific Area and had been fully operational since March 1, 1950. It became the North Pacific Subarea Command on Jan. 1, 1951. At the peak of its activity, it consisted of 440 military and civilian shoreside employees, 21 passenger ships and 12 cargo vessels and offices in Portland, Oregon; Kodiak, Whittier and Anchorage, Alaska.

"But as the Air Force began lifting troops, and after Korea troop requirements lessened, the passenger ships were transferred to Oakland (MSC, Pacific). Gradually the ships were laid up. We ended up with five ships," Smith said.

By 1959 there were 229 shoreside employees at Seattle, four passenger vessels and one cargo ship. This was the year the decision was made to designate Seattle as an office as of Jan. 1, 1960 with 20 employees and one tank landing ship available for use as a cargo vessel.

Over the years Smith has become the unofficial office historian. He is able to provide information from memory or documents he has stored away, information other persons forgot or threw away years ago.

A native of eastern Washington, Smith moved to Seattle in 1939 to attend Peterson's Business College. "When I was running out of money in 1941 I went to work for the Army Transport Service in the cargo office." The next year he enlisted in the Marine Corps and after serving in the South Pacific went back to his old job in 1945.

Military Sea Transportation Service (now MSC) was organized in October 1949 and "we all agreed to transfer to MSTS," Smith said.

As operations officer Smith oversees a six-person cargo and traffic section which books cargo to Alaska, takes care of the needs of the controlled ships and oversees agents who handle time chartered ships.

Smith keeps in touch with commercial steamship companies and with military shippers, the Army, Navy, Air Force and Coast Guard. "And I spend a lot of time making certain that commercial companies understand and comply with our contracts," he said.

The office "teacher, administrator, doer and supervisor" is Lt. Cmdr. William N. Creasser, Jr. He is an executive officer who fills in the gaps when the workload starts to be overwhelming.

Half of his time he spends assisting Marine Cargo Specialist Cleston Robson who fulfills the requirements of the cargo ships. The rest of his working day Creasser is the office manager, helps out in supply, assists Port

With Point Barrow ice free, an APUTCO barge can be maneuvered to the beach.

Engineer William Jenkins, or acts as port engineer in the absence of Jenkins. Creasser also is in charge of Naval Reserve training.

"My feeling about my job is that each department head is exceptional, professional and knowledgeable. It's hard to go wrong. I learn from them and help when I can. That's why it has been an excellent job for me. The MSC organization, especially this office, is action oriented and the attitude here is 'get the job done,'" he said.

Creasser has special admiration for the two-man supply office of SK2 Patrick A. Richard and Leland Haydock, a former storekeeper aboard various MSC ships. Haydock came ashore in June 1978 to work in the Seattle office.

"Our supply people are superb," Creasser noted. "Sometimes I don't know where they find some of the stuff the ships' crews need. Maybe I should be afraid to ask."

A former Navy man, Creasser enlisted in 1959 and in 1962 was selected for the naval enlisted scientific education program. He was sent to the University of Utah where he received a BS degree in numerical meteorology. After officer candidate school, he served as fire control officer on various guided missile ships. From September 1972 to October 1975, he commanded the fleet tug Moctobi.

"My first contact with MSC was when we had to tow the MSC tug Lipan to Seattle after it was hit by a tanker," he said. "We also towed two former MSC tank landing ships from Hawaii to the mainland."

When he was due for transfer, Creasser asked for MSC. "Everything I heard about the command was good. It's been a fascinating tour, and I have one of the finest jobs around because of the people here. I can't say enough about them."

Like others in the Seattle office, Creasser maintains close contact with the maritime community and makes this observation: "The port of Seattle is international but the attitude of the people in the maritime community is influenced by the old attitude of 'let's get the supplies up there (Alaska). We're their grocery store.' The people are friendly and still have some of the old pioneer spirit. But, Seattle is still a young and growing town."

Gertrude Conry is a one-person office services division who doubles as secretary to the commander, executive officer, operations officer and port engineer.

"I do a little bit of everything and that's nice because I like variety," she said.

Conry is another long-time MSC employee who

Former ship master and Alaska pilot Cleston Robson fills the needs of MSC controlled ships in Washington and Oregon.

joined the command in December 1949 at Seattle. She soon transferred to the Alaska office as secretary to the commanding officer. After marrying she returned to Seattle and raised a family, returning to MSC after her children became teenagers.

"It's been fun. I don't think I would want to work anyplace else. Everybody is easy to get along with. And I've been lucky here. All my bosses have been good, fair people to deal with. You like working for people like that."

The affinity former MSC employees have for Seattle was evident about three years ago, she said. "We had an MSC reunion and several hundred people showed up. It was great. I feel lucky I'm associated with such a fine group of people."

Keeping the ships in proper working condition is the responsibility of Port Engineer William Jenkins, a 1944 graduate of the U.S. Naval Academy. He also has the

Gertrude Conry runs office services and doubles as secretary to four persons.

Ship maintenance and repair come under the watchful eye of Port Engineer Bill Jenkins.

Clint Smith helps keep supplies flowing to Alaska.

dubious distinction of being the only naval officer to fire a depth charge arbor into a parking lot. (An arbor is the "Y" shaped device that holds the depth charge on its projector.)

"The only reason I didn't get cashiered out of the Navy was because the commanding officer had a sense of humor. And there were no injuries and no cars in the lot. I was checking the mechanism and it fired accidentally across a machine shop—600 feet—into the lot," Jenkins related.

If a government-owned ship has a mechanical problem while heading for a port in Washington or Oregon, the master will send a report to the Seattle office. If the problem must be corrected before the next port call, Jenkins writes repair specifications and asks contractors for bids. Often a bid is awarded before the ship arrives.

In handling ship repairs and often sensitive procurement and financial matters with area yards, Jenkins coordinates all that he does with officials at MSC, Pacific who are directly involved in procurement, contracting and financial matters. As a practical matter, however, because of the distance between Seattle and Oakland he is a man on the spot.

It's a tribute to his credibility and his performance that his decisions and recommendations are almost always bought by functional counterparts at MSC, Pacific. Their reliance on his judgment makes his job that much easier, but at the same time he is the one who is on the scene and thus the one who bears a great deal of the overall responsibility for ship repairs.

"I make sure the work is done the way it should be done, in accordance with regulations of the American Bureau of Shipping, Coast Guard and MSC," he said.

"It boils down to writing the specifications, supervising the work and helping negotiate the bill. But, the short ship turnarounds can cause a lot of turmoil. The Furman (fleet ballistic resupply ship) comes in on Friday night and leaves by noon Wednesday."

In the spring, command oceanographic ships begin operating off Alaska and the workload picks up for Jenkins. In fiscal year 1978, Jenkins handled 26 repair contracts. He wrote specifications for 23 and bid invitations for 26, mostly on oceanographic research ships. They included the Hess, Dutton and DeSteiguer, plus the survey ship Silas Bent.

Jenkins helps handle change orders and finds this part of his work the most challenging. "Change orders tell the contractor to proceed with needed work. The costs often are negotiated after the work is done," he said.

"Trying to get the best settlement is the most challenging part of the job," Jenkins said. He also supervises the work done by contractors who keep radars, reefers and communication equipment in repair.

Jenkins left the Navy in 1947 but was recalled in 1950 and served in the Korean war. Released in 1952, he settled in Seattle. He headed his own engineering firm, servicing the marine industry, and for five years was port engineer for the American Mail Lines. In February 1976 he joined the Seattle office.

Although Marine Cargo Specialist Cleston Robson was born in Arkansas far from an ocean and in college majored in forestry, he has always loved the sea.

Robson was in the Coast Guard in World War II, sailing the North Atlantic and later was part of the occupation force in Japan. In 1949, he became an able bodied seaman with the Army Transport Service which that year became part of MSC. By 1960 he had earned his master's license.

For a time he sailed for Standard Oil as an Alaska pilot but returned to MSC in 1966 as a marine cargo specialist. Robson is the husbanding agent for MSC controlled ships and works with the owners and agencies of time chartered vessels. He also oversees the loading of oceanographic ships and tankers in the two-state office area.

"My love has always been the sea. I enjoy being around the waterfront, the ships and I'm always running into old shipmates," Robson said. "I'll probably go back to sea when I retire in two years." ⚓

Judge Men, Women on Merit, MSC, Seattle Commander Urges

''We need capable people in Military Sealift Command as well as other parts of the Navy. If women can do the job, they should be given the opportunity.''

Those are the views of Cmdr. Elizabeth G. Wylie, commanding officer of the Military Sealift Command office in Seattle, Wash. Hesitant to think of herself as a woman in a top position, one she has held since September 1978, Commander Wylie feels she is an individual doing a necessary job. ''Like men, women should be judged as individuals and not as representatives of their sex.

''Failures or successes should be judged on a specific basis, not because someone is black, Hispanic, female, or even male. It is unfair to an individual to make them carry that added burden around with them.''

Wylie directs a staff of 15 persons who either directly or indirectly are reponsible for the ocean transportation of all U.S. government cargo passing through the ports in Washington and Oregon. The office staff also coordinates repair and supply of government-owned ships stopping at ports in the Pacific Northwest.

Noting the aversion to publicity

'Failures or successes should be judged on a specific basis, not because someone is black, Hispanic, female, or even male.'

'Like men, women should be judged as individuals and not as representatives of their sex.'

many women have when moving into traditionally male dominated roles, Wylie noted, "I don't blame women for not wanting special attention. There is a big difference between publicizing an individual doing a job and publicizing an individual and the job she does just because she happens to be a woman."

Commander Wylie believes that today's Navy provides many opportunities for individuals—men and women. "I am very enthusiastic about this job. The whole aspect is exciting, particularly in operations, but actually any aspect. MSC is vital and growing." With opportunities increasing in the Navy and the U.S. Merchant Marine, Wylie said she might consider attending either the Naval Academy or a merchant marine academy if she were beginning her career today.

Wylie graduated in 1961 from Dickinson College in Carlisle, Pa. and immediately attended the Women Officers' School at Newport, R.I. It has since been integrated into the once all male school at Newport. "I was very glad to see it happen," she said.

"If we bring in potential women officers and give them the same training as the men we will have fewer hassles later. We will not have the fuss and furor and negative feelings that might come up.

"I've talked with some of the women in the first coeducational class at the Naval Academy and once they got out of the spotlight, and got to know the men in their companies, they discovered that the men were supportive. It's nothing more than a getting to know each other process."

Wylie became acquainted with MSC operations early in her Navy career, in 1963, when she was assistant chief of staff for personnel and administration for the MSC, Europe area command, first in London and then in Bremerhaven.

Among her assignments was duty in South Vietnam in 1967-68 as a data systems analyst, command briefer and part-time photographer for Navy forces based in Saigon. Wylie was in South Vietnam during the North Vietnamese Tet (new year) offensive.

"Tet was blown out of proportion. What the papers and television reported sure was not what I experienced. The emphasis was on the sensational. I became disenchanted with some of the reporting after that experience. Some reporters were terrific and some were something less," she said.

From 1971 to 1975 Wylie attended Tufts University's Fletcher School of Law and Diplomacy in Medford, Mass. where she earned a Master of Arts, Master of Arts in Law and Diplomacy, and a PhD in International Relations.

In July 1975 Commander Wylie was with the Joint Chiefs of Staff supporting the strategic arms limitation talks. Prior to returning to MSC she was executive officer to the Joint Chiefs of Staff representative for law of the sea matters.

A firm believer in a liberal arts education (Wylie majored in history, education and psychology at Dickinson), she was a member of the Dickinson alumni council from which she had to resign when she moved to Seattle. But, her ties to Dickinson remain strong and Wylie now is helping out in a $10 million capital development fund raising campaign in the far west region.

The Navy may be becoming a tradition in the Wylie family. Commander Wylie is the daughter of retired naval officer Joseph C. Wylie who is advisor to the USS Constitution Museum Foundation in Boston and a member of the American Sail Training Assn. in Newport. Elizabeth Wylie's brother is Lt. Cmdr. Peter C. Wylie and his wife is Lt. Cmdr. C. Clair Wylie. Both are stationed in London with U.S. Naval Forces, Europe.

Commander Wylie is a director of the Seattle area National Defense Transportation Assn. and is a member of the local Port Engineers Society and the Propeller Club, all helpful in an MSC job which requires close ties with the maritime industry. ⚓

Wreck of the St. Mary

By Eric Berryman

Courtesy Ada Minott, Haggett Foundation

St. Mary docked in New York before sailing on her tragic maiden voyage.

Capt. Jesse T. Carver owned one quarter of the sailing ship Saint Mary that morning of May 30, 1890 when it sailed from the South Street pier in New York on a maiden voyage to San Francisco.

The Saint Mary, a square- rigged downeaster more than 240 feet long, represented the ultimate in wooden shipbuilding technology. There are ship fanciers even today who believe that better wooden ships were never built before or since the brief golden era of the late 19th century.

The ship had been built at Charles Mint's shipyard in Phippsburg, Maine, an impressive example of what could be produced by Maine shipbuilders. St. Mary was massive in comparison to other ships of its day and much larger than any historic sailing ship now afloat. It was one of the last of the big square riggers ever built.

For 50 days the ship sailed into good weather and kept her skysails set for the whole time. On August 6, Saint Mary was in close company with 11 other ships 130 miles west of a mass of treacherous rocks near Cape Horn.

Carver knew enough to sail well clear of the Horn where many a sturdy ship was broken to pieces by the violent seas. The ocean at the Horn was a graveyard for ships that had succumbed to the terrible winds and storms.

In the early hours of the next morning a different fate befell the Saint Mary. The British merchantman Magellan drove into the

port quarter of the ship. In a letter to his wife Carver described the incident.

"I am again in trouble," wrote the distraught Carver. "After passing all the ships that sailed ahead of me and after getting 130 miles to the West of Diego Ramirez we were run into by another ship and badly stove up.

"All the mizzen rigging on the port side is gone and all the sails and the chain plates all gone ... and a lot of other things all cleaned out on the lee side. This is one of the most stupid accidents I ever saw."

Captain Carver related in the letter how he came on deck just before his ship was hit. "The moon was shining brightly and clear as could be asked," he wrote.

"I was on deck just in time to see his (Magellan's) jib boom over the end of our main yard. Had I only known that he was a ship that could not be kept off I could have got out of his way. The Saint Mary was going 7-1-2 and could have been got out of the way."

The embittered Carver hazarded his own guess as to why the Magellan rammed the Saint Mary. "I think that when the thing is hunted up, that their mate of the watch was looking for something to eat, and the lookout had lighted his pipe and returned to some closet to meditate," Carver acidly wrote.

Damage to the Magellan was fatal. She sank with all hands. The damaged Saint Mary managed to stay afloat and sail on.

To make matters worse for the Saint Mary a bad storm set in which lasted three days. "And all this time we had all hands on deck as long as there was any daylight," Carver related.

After the storm was over, the wind shifted and Carver and his weary crew set sail for Port Stanley in the Falkland Islands.

A cryptic account of the rest of the story was logged by some unknown author, possibly aboard the Saint Mary. The chronicler wrote that the Saint Mary was off the Falkland Islands around August 11.

"The captain turned in and told the steward not to allow anyone to disturb him. At 8 p.m. the carpenter told the mate that the ship was near land. The mate was not of that opinion.

"The carpenter not feeling satisfied went aloft on the fore royal yard and could distinctly see the white line of the breakers. (He) ran aft and reported the same to the chief officer who replied that there was nothing of the kind," the author wrote.

The carpenter begged the chief officer to call the captain but he would not do it. At 9:15 p.m., just one hour and a quarter after the carpenter reported breakers ahead, the Saint Mary struck a reef in high water.

When the tide went down the Saint Mary was stranded.

All hands eventually were rescued except Captain Carver, and no one is certain how he died. Some say Carver took poison, distraught beyond measure at the loss of his ship and fortune.

A retired freighter skipper told another version of the Carver tragedy. The skipper's mother lived in Port Stanley when the Saint Mary ran upon the rocks. She was a young girl at the time and had nurtured back to health the first mate who had broken his leg.

She recalled that when they returned to the ship they found that Captain Carver had locked himself in his cabin with his dog. Someone had to break down the door. They found a snarling and faithful dog guarding his master who was dead from a gunshot wound. The dog had to be killed.

There were captains of other sailing ships whose hopes for riches and an early retirement were dashed on those desolate shores of the Falklands. But most accepted their misfortune somewhat more philosophically than the troubled Captain Carver.

The weathered remains of those proud ships can be seen today along those shores. And until only recently, the giant hull of the Saint Mary was among them.

Last June, a 40-foot hull section of the Saint Mary was transported 12,600 miles to become a shipbuilding exhibit in the Maine State Museum in Augusta. Eighty-eight years after she sailed on her maiden voyage, the Saint Mary was home again. ⚓

Return of the St. Mary

By Eric Berryman

The square rigger Saint Mary was the pride of the state of Maine in 1890. Its tragic wreck on its maiden voyage that year came at a time when Maine shipbuilders had gained worldwide fame as makers of the massive downeasters.

Today a reminder of that once glorious era is the remaining hull section weighing over 30 tons and housed at the Maine State Museum in Augusta.

The hull was salvaged in the summer of 1978 from the Falkland Islands in the South Atlantic and transported to Maine. Curators at the state museum wanted to display the hull because it is a vivid reminder of the massive size of the famous downeasters.

After deciding to bring the hull back to Maine, the museum turned over salvage operations to the National Maritime Historical Society. One member of that salvage team was Eric Berryman.

Berryman was secretary of the project and responsible for getting salvaging materials and equipment transported from the United States to the Falklands.

In the following account, Berryman tells what it was like to take part in salvage of the Saint Mary.

Some 300 miles east of southern Argentina lie the windswept Falkland Islands, inhabited by several million penguins, seals, sea lions and some of the world's most hospitable people.

The islands, a geological extension from the Argentinian grassy region of Patagonia, are a British crown colony whose residents make a living mostly by exporting wool to Great Britian.

Ships hardly ever make calls to the Falklands, except for an occasional tourist liner that stays for a day or so to permit curious passengers a glimpse of the wildlife and a Danish trader that comes along every few months to pick up the wool.

With a population of less than 2,000, the Falklands are a quiet place where the pace of life is determined by the scope of activities such as lambing, shearing and packing.

In this setting near the bottom of the world lie the remains of wooden and iron sailing ships that once brought prosperity and helped conquer America's last frontier by transporting cargo around Cape Horn to California.

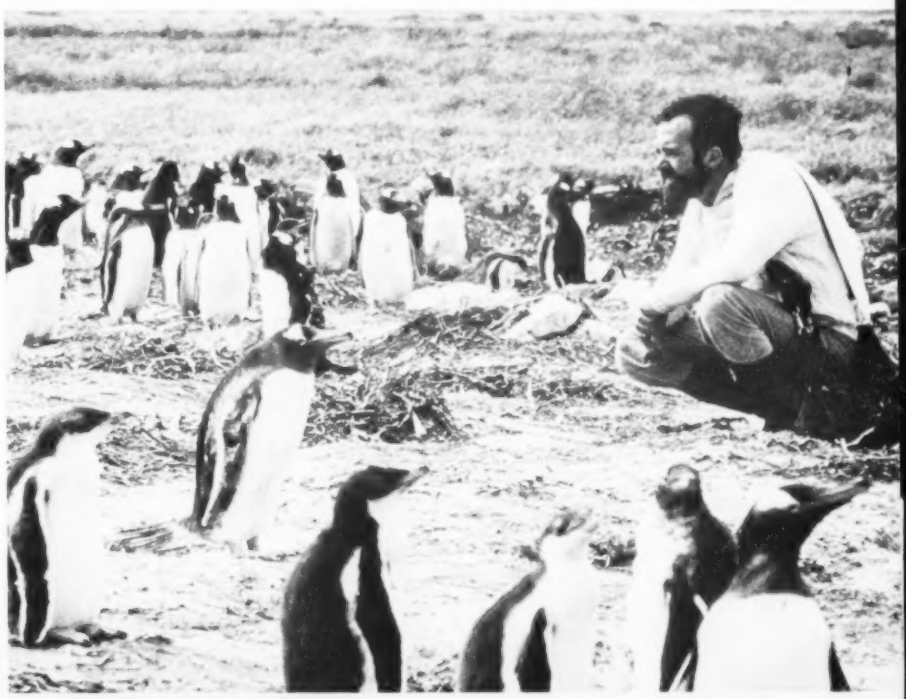
Even as abandoned hulks, the skeletons of once proud sailing ships evoke the grandeur of that majestic age. They were sailing ships that reached the heights of design and speed.

Some people have asked what qualifications one needs for this kind of expedition. I believe that a stable personality, good physical shape, and above all, an unfailing sense of humor are as important as any academic qualification.

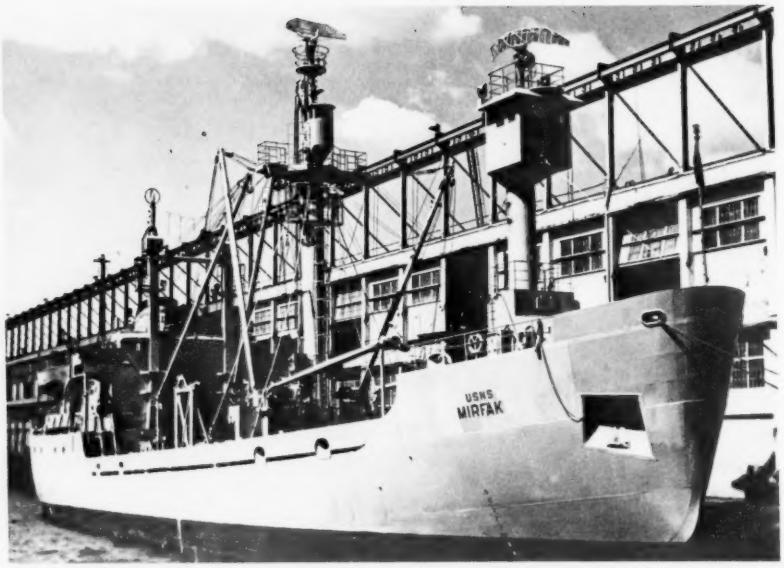
My standard answer is that the expedition was interesting. But the romance that appears in the photographs we took belie the extreme isolation and hard work involved in this expedition.

When you are chased by sea lions and the wind whips hot coffee into your eyes, and the raspings of 5,000 gentoo penguins have lost their novelty, you must have something driving you on. I would call it monomaniacal determination.

There was a tremendous feeling of satisfaction for all of us in the expedition, a satisfaction gained from knowing we had given back to America a priceless reminder of her



Eric Berryman and friends.



Mirfak helped make the expedition a success.

glorious sailing age. The Saint Mary and other wrecks in the Falklands are all that remain of vessels that once astonished the world with their grace and speed.

Those of us who took part in this venture share in the satisfaction of having preserved the work of those vanished craftsmen who built these remarkable ships. And, maybe, just for a fleeting moment, we came in touch with our forebears.

Today the ruins of these ships provide the historian with a unique resource for study. Nowhere in the world is there another collection of 19th century vessels and parts of vessels which can be measured, examined and studied in such detail.

Military Sealift Command played a key role in helping make the salvage of the Saint Mary a success. We were able to acquire available space aboard the ice-strengthened ship USNS Mirfak while it was berthed at Leonardo, N.J..

MSC was able to ship the material because it did not interfere with the Mirfak's regular run to the Antarctic or a scheduled stop at Puerto Belgrano, Argentina.

Members of the salvage team already in the Falklands planned to meet the Mirfak at Puerto Belgrano, unload the material and to then make arrangements with the Argentine Navy to ship it to the Falklands.

For a while, it seemed as though our material would not arrive in time to be loaded on the Mirfak before it left Leonardo. Our hired truck driver got lost and ambled around New Jersey as the time got closer for the Mirfak to sail. Fortunately, the material arrived at the dock just before the ship's departure.

Capt. John Arens, master of the Mirfak, made sure that the material was delivered safely. But he later wrote me a letter telling me there had been some close calls with bad weather.

"Your equipment was stowed in the only available space, which was forward port side on the main deck," Captain Arens wrote. "We had a hair-raising four days of con-

Port Stanley is the only town in the Falklands.

An expedition member surveys the 40 - by - 16 - foot hull section of St. Mary.

tinuous high seas with a tremendous amount of water crashing on the foredeck. The boatswain had secured the equipment very well because when the storm was over all the equipment was still in place."

The special cargo consisted of four drums of silicon compound, four small drums of a special catalyst and four chain saws. The silicon was to be used to make molds of some of the more noteworthy parts of wrecks. One of the important uses for the chain saws would be cutting Saint Mary's hull into 12 or more sections.

Silicon is a wonderful material that is sensitive enough to pick up finger prints. We would use it to make replicas of ship decorations, for example, that could be sent to museums in the United States and elsewhere.

If MSC had not been able to give us available space for our material aboard the Mirfak, two-thirds of our project would have perished. MSC support was central to everything, otherwise we would have been restricted to gathering information and making measurements of the wrecks.

When the Mirfak arrived at Puerto Belgrano, the Argentine Navy stored our material for us until we could bring it to Port Stanley, the only town in the Falkland Islands. Meanwhile, the Argentine government allowed duty-free passage of the material.

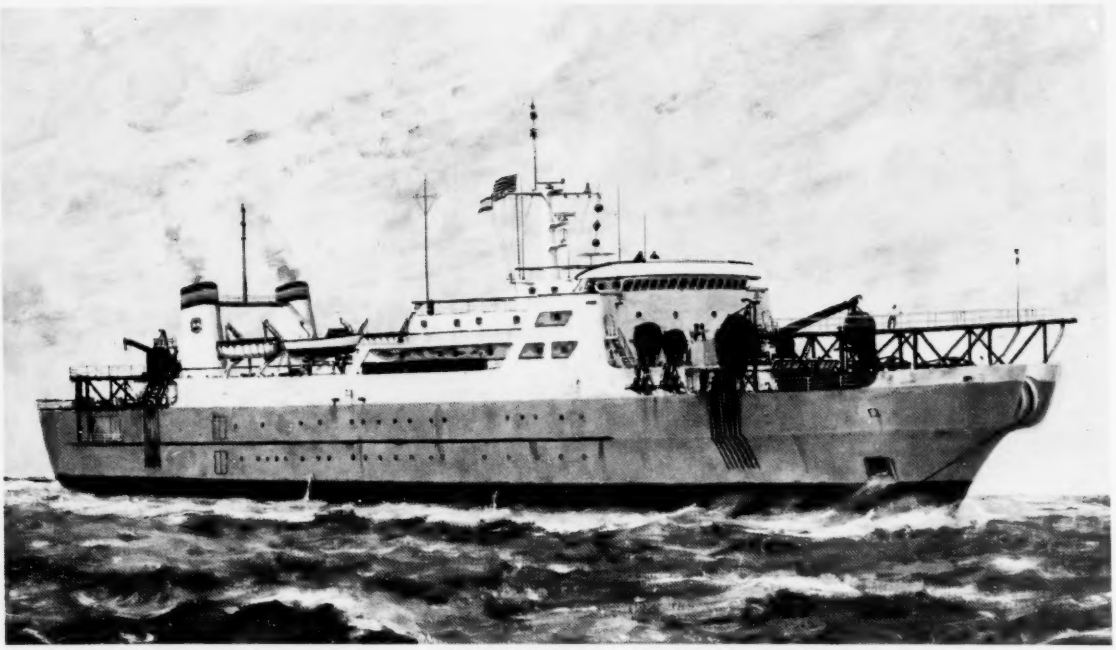
The wreck of the Saint Mary lay at Whale Cove, about 30 miles from Stanley. It took us seven hours to get there in our cross-country vehicles. There was not so much as a track on which to travel. The journey was somewhat like traveling by wagon across the Rockies.

In the long and arduous weeks that followed, the salvage crew used the chain saws to cut the hull into sections manageable for shipping. Each piece, weighing two or three tons, was skidded down the beach and put aboard a small ship bound for Port Stanley.

From Port Stanley, the British Royal Navy and the Royal Engineers transported the sections to Southhampton, England. There the Maine Maritime Academy training ship State of Maine took the cargo aboard and sailed to Portland, Maine.

At Portland, the hull sections were put on flatbed trucks by the Maine National Guard and delivered to the Maine State Museum.

The salvage of the Saint Mary is a triumph in international cooperation. It is an example of what individuals, public institutions and government agencies can accomplish with a minimum of red tape and cost. ⚓



This artist's conception represents a state-of-the-art cable ship now scheduled for construction and delivery to MSC in late 1983. MSC will operate the ship for Naval Electronics Systems Command. Designated as T-ARC (7A) it will be the most versatile cable ship in the world, capable of performing functions that now require the combined efforts of three cable ships. The ship will lay and repair cables, plow them into the sea floor and conduct acoustic surveys. The design was developed by Naval Sea Systems Command and the Naval Ships Engineering Center with input from MSC, Naval Electronics Systems Command and Western Electric Co.

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